

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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A. Visit of Soviet Technical Delegation

- On 11th December 1954, 10 Soviet specialists arrived in Berlin from Moscow on a visit to the East German Ministry for Railways. This Delegation took up residence at Berlin-Karlshorst in the accommodation previously at the disposal of the members of the Railway Advisory Committee of the Soviet High Commission.
- The Delegation was still in East Germany at the end of January 1955; all the members appeared to be specialists of one aspect of rail transportation, and have been carrying out a most meticulous study of the overall position of the East German railways. One of the specialists has spent a complete month, travelling daily, except on Sundays, over the various stretches of the East German railway system. He has travelled the whole time in East German locomotives, which on occasions he drove himself, and he interested himself in the capacity of locomotives on varying stretches of track, and observed the load being hauled and the inclines and declines of the track. The East German officials who came into contact with this Russian engineer were deeply impressed with his wide knowledge of technical matters, and were convinced that during his month's tour he had acquired an exact picture of the numbers and condition of East German locomotives, and the capacity of all stations and stretches of track.

B. Experiments with rolling stock with adjustable axles

- Two East German engineers, Grewesmuehl (fnu) and Schulz (fnu), have taken out a patent, valid in East Germany and the Soviet Union, for rolling stock with adjustable axles which will enable them to change from the East German normal gauge to the wide gauge used in the Soviet Union and vice versa. There is in the Technical Central Office of the Ministry for Railways a model built to a scale of 1/20th of the actual size, which functions perfectly when changing

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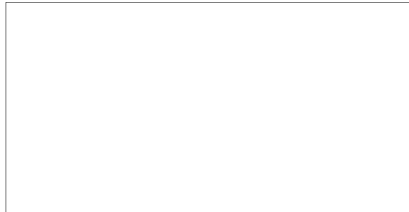


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changing from normal to wide gauge track. Engineers of the Technical Central Office have, however, doubts as to whether the mechanism at present in use in the model would function satisfactorily on full loaded rolling stock.

4. The Russians attached to the Ministry for Railways have expressed interest in this proposed adjustable axle and as a result the Ministry have now received orders to construct a number of full-sized railway cars with adjustable axles for requisite testing before the end of 1955.

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